

(ESTABLISHED 1881.)

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大平圖 號八月十英港香

Criticism, to be effective, must itself be readily available. However honest and however intensioned it is doomed to failure, and even to the risk of ridicule if it is armed with the threat to be put out of action by the greatest counter strokes. The hon. member represents just the Chamber of Commerce if there is a

Kowloon-Canton Railway.

THE OPENING CEREMONY.

1st Inst.

In the presence of a large concourse of people the opening ceremony of the Kowloon Canton Railway took place at Kowloon this afternoon. The gathering included His Excellency the Officer Administering the Government, Lady May and the Misses May, representatives of the Army and Navy, members of the Consular Body, and the leading British, Chinese and foreign residents in the Colony. There were also present a Right Rev Bishop of Posen and the Ven. Archbishop Barnett, H.E. Wei Han, managing director of the Canton Kowloon Railway (Imperial Chinese section), attended on behalf of H.E. Yuan Shu-hsun, Viceroy of Canton.

Proceedings commenced with a sketch of the history of the line from its inception to its inauguration this afternoon.

Mr. E. S. Lindsey, Chief Resident Engineer—**Sir:**—Your Excellencies, Ladies and Gentlemen.—We are assembled to-day to send forth on its prosperous career the latest offspring of your prolific Colony. For the past four years we have been proceeding in the New Territory anxious to bring up the upbringing and education of the child; but although during this period the youngsters has not been altogether free from infantile troubles, severe chills from typhoons, a little temper tantrum here and there, still it is clear that the young and growing railway is healthy to its sound constitution has pulled through, and with sinews of steel, it stands before us as a promising youngster full of "go," and ready to start on the journey of life. Even its most prosperous careers have their setbacks and it is not to be expected that our youngest friend will have an exception, but its parents and guardians are not hysterically inclined and as long as it keeps steadily on its way and refrains from going off the track—wandering about in the wilderness, or making mischief in the countries which surround it—for the year 1906 the B.R. British and Chinese Corporation obtained a concession for the construction of a railway between Canton and Kwowloon. Much delay ensued in negotiation with the Chinese Corporation for the construction of the Chinese Section and it was not till 1906 that circumstances justified the commencement of the construction of the British Section. After protracted negotiations the agreement for the Chinese Section was signed by the British and Chinese Corporation on the 7th March 1907 and immediately afterwards construction of the Section also commenced. A good deal has been said so far on about the cost of the railway—railways like this one which are intended for the development of a district usually do not cost a good deal, and until that development is accomplished, the traffic must necessarily be slight. The original intention is liable to be at right sight, when, after a railway is finished, traffic sufficient to pay for the interest on its cost is not immediately forthcoming; in order to give you some sort of idea as to whether the railway can be conservative—not to withe me I am afraid—and make a contribution towards well to have a brief and general explanation of what the enterprise really comprises. The length of the railway is 32 miles between the Buffer Stop at Kowloon and the Bridge over the River at Lowu River at Lowu. At this end there is a Reclamation 41 acres in area extending between the Deep Sea Frontage known as Blackheads, the purchase of which is also included in the capital cost of the Railway and the new Geokong Road at Hung Hom. Along the frontage of this there will be room for three Deep Sea Berths where the ships can come alongside the wharves. This will be held for prospective cities. The railway works have been provided for extensive Public Works which the growing nature demands. For 16 miles the railway, through deep cuttings and on high banks where no other route was practically possible and above all 14 miles of the alignment is in tunnels—an abnormally high proportion. In addition to this the capital account has had to bear interest during construction, home charges and loss of exchange which together amount to \$1,000,000. The cost of tunnelling has been very moderate. The cost of the rolling stock is under question. The cost of the roadbed and earthwork up to about 50 cents a square foot and makes compares well with prices we have had to pay for land adjacent. The rates for earthwork and concrete are distinctly reasonable; and the rolling stock has been supplied at a low price when it is finished at \$12,000,000, let us first deduct therefore from the cost of that portion of the scheme, on which does not form part of the railway proper about \$200,000 (I am speaking roughly) and the cost of the deep sea berths at Blackhead \$375,000. The cost of the tunnel \$1,775,000. The proportion of interest and home charge due on the above \$550,000 and with about \$500,000 for a few other items, we get a sum of about \$5,500,000 to be subtracted from \$17,000,000 which gives \$6,500,000 as the cost of 20½ miles of untunnelled railway inclusive of work-shops and equipment. Now if you were to convert the Kowloon-Canton Railway into a single line along these 20½ miles and the same mile as a doubled line, you would save 80 per cent. as a single line and to make due allowance for heavy nature. If however you prefer to leave it as a single line and to make due allowance for the bridges have been built for a doubled line you will get the cost of the single line of railway at \$4,925,000 or (\$740,000 per mile and leave it to the competent judges whether the former course compares favourably with the cost of a double line elsewhere. For my part I am inclined to do so. As regards your time has been taken up and I will therefore refrain from worrying you with any more figures on traffic possibilities. (Applause.)

Sir Henry May said:—Your Excellencies, Ladies and Gentlemen,—Mr. Lindsey has briefly sketched the history of the Railway which I am asked to open to-day. I endorse it is hoped that the day is not far off when the British and Chinese Sections of this Railway will be linked together—the line thrown open to the public thorough traffic between Kowloon and Canton. Then will be the time to dwell on the first fruits of this line will be coming to us by linking our Colony with the important province of Kwangtung and by forming part of the gigantic railroad which we hope will soon extend without a break from Kowloon to Calcutta. But as to-day we celebrate the opening of the public traffic of the British Section of this Railway, I propose to confine myself entirely to a brief consideration of the advantages, which, I sincerely trust will result from the con-

pruction of the pillars of railroad now completed. The Railway will serve to connect many of you to the District beyond the Kowloon range of hills. The District has only been under British rule for a little over ten years. I developent on the broad and easy lines traced by that wise and far-seeing administrator Sir Henry Blake, assisted by Mr. (now Sir) James Stewart-Lockhart who seems to have a genius for organising economical administration, has been somewhat striking. It was his policy to first attempt to secure some heavy expenditure on Police protection in order to make the Pax Britannica respected. The Sixtieth Blake, rightly regarded as our first duty. Next it was necessary to survey the country and to investigate titles to land, set them down upon an accurate rent roll, then draw up Mr. C. McL. Messer and Mr. Clementi rendered invaluable service. To their erudite knowledge of the latter of the Chinese Law of land tenure the Colony owes the fact that fraudulent claims to large and valuable tracts were being extending from Lyemoussai to the Kowloon City and the Kowloon Peninsula were disposed of in the Colonies being rescued for the Colony to the great benefit of the taxpayers. The number of holdings demarcated and adjudicated upon in the mainland district was 281,532. Simultaneously work of administration had to be organised which has been carried on in an economical manner by two Officers at Tai Po, the Magistrate (now called District Officer), and the Assistant Land Officer, now called Assistant District Officer. In the former capacity the District has been fortunate in having the services of Mr. B. Ross, who has displayed great tact without loss of the necessary firmness in handling the population. This after post has of recent years been ably filled by Mr. S. B. C. Ross. The principal source of expenditure has been, and still is, the maintenance of an adequate Police Force. Much of the success that has been achieved by the administration is due to efficiency and tact the Police whose presence the inhabitants so thoroughly understand and appreciate. In the suppression of robberies by gangs of armed men belonging partly to the District and partly to the frontier of the Territory, the Police have benefited by the friendly and effective co-operation of the Chinese Officials across the border. The Revenue collected last year in the mainland district you are about to visit in Lead Tax or Crown Rent as we call it, was \$8,000 and from all sources including Opium and Liquor \$18,700. This much more than covers the cost of administration and leaves surplus for the development of the country. But if the development of the district has been satisfactory up to the present time, I venture predict that it will be much more rapid and munificent in its progress. There has been made every facility by means of this Railway. Administration will be greatly facilitated, trade stimulated and the condition of the inhabitants must be improved by their being brought into close connexion with the large market which Hongkong affords. We do not expect that this line by itself will pay remunerative interest on the large capital spent on its construction. But the indirect beneficial result to the Colony will, I think, be such as to recompense it in some measure for the large expense that has been incurred. All of us Europeans and Chinese alike have a feeling which leads us to regard with affection what the historic Kowloon Tiger has left behind us. We want more room and more air, more frequent change of environment. This Railway will enable some of us to take short holidays from our work and from each other. Others again will prefer to lead the simple life in the country, visiting Hongkong daily for their business. I expect therefore to see a course of time great revolution in the social condition of the Colony. The country to which this Railway will introduce you is very beautiful, in the sunset garb it assumes in winter, it is like some of you of our far distant Highlands, the Emerald mountains of Scotland, the snow-capped peaks of the cold and snowy Alps, the resounding ocean which washes its shores still the memories and the hearts of Englishmen. There you may taste one of the sweetest joys in life—the enjoyment of Nature's beauty. And there too our Chinese citizens may change the restrictions which life in a free city is always subject to for the comparative freedom of a home in the country. This Railway will in short bring the inhabitants of the District greater ease and greater health. To you my friends who do not reside in the District, it offers a better and greater riches it will bring you more gold and silver—more enjoyment and a greater contentment of spirit. To these advantages will succeed a better understanding of the inhabitants of the District now opened to you, and in course of time closer intercourse and more intimate relations with the officials and people of the great Empire on your borders. The work that is this day consummated is an important step in the material improvement of the Colony which Providence has entrusted to our keeping. Let us meet in this hour forget the men who contribute to the work—Sir Mattheus Nathan, whose insight materially assisted in the provision of the railway, and cost and who initiated the work, Sir F. W. under whose able control the work has been carried out, Mr. G. N. Eves, Mr. E. S. Lindley and their Staff of Engineers, who have completed a work which is a credit to British Engineering. May this undertaking, under the guidance of Almighty Providence, bring to our dear loved Colony increased prosperity and happiness. (Loud Applause.)

The list of the invited guests is as follows:—Major and Mrs. Adair, Mr. and Mrs. O. G. Alabaster, Mr. and Mrs. F. M. Armstrong, Dr. A. H. Atkinson, Mr. A. W. Van Adel, Mr. J. E. J. Badley, Mr. G. Balloch, Archdeacon Bryant, and Mrs. Barrington, Colonel Bayard, Mr. and Mrs. J. B. Beale, Colonel Bedford, Dr. and Mrs. J. B. Bell, Mr. E. L. Brown, Rev. Bishop of Victoria, Mr. J. F. Biggam, Mr. and Mrs. G. W. Boles, Rev. Mrs. Miss Bone, Mr. and Mrs. W. C. Bonnar, Mr. P. Braga, Mr. R. F. Bryan, Major-General R. G. Broadwood, Mr. and Mrs. P. J. R. Rischop.

Mons. et Madame E. Le Cardumer, Mr. and Mrs. W. L. Carier, Lieut-Col. and Mrs. A. Chapman, Mr. and Mrs. W. Chatham, Dr. and Mrs. F. W. and Miss Clark, Mr. and Mrs. D. V. Caddock, Mr. and Mrs. Chitty.

Colonel and Mrs. Dann, Mr. T. Dallin, Mr. and Mrs. A. Darlton, Mr. and Mrs. H. L. Deasy, Mr. and Mrs. Wm. Dickson, Mr. and Mrs. L. Edgar, Mr. M. Dyer.

Mr. and Mrs. T. Edkin, Commander, Mr. and Mrs. E. C. Egger, Mr. and Mrs. Fisher, Mr. and Mrs. Andrew Forbes, Mr. J. M. Fletcher, Mr. G. Friesland.

Mr. and Mrs. H. J. Gedde, Mr. and Mrs. C. S. Gok, Mr. and Mrs. A. G. Gordon, Mr. E. J. Hat, Mr. Frank Grove.

Mr. B. A. Hale, Mr. and Mrs. R. Hallifax, Mr. and Mrs. P. J. Halton, Mr. R. H. Hawcock, Mr. and Mrs. B. Brotherton and Miss Barker, Mr. and Mrs. A. H. Harris, Mr. and Mrs. R. D. Harvey, Mr. and Mrs. G. H. Ho-stings, Mr. Justice Harland, Captain H. H. Hodgland, Mr. and Mrs. A. H. Hewitt, Mr. and Mrs. H. Hickman, Mr. and Mrs. W. Horoby, Mr. T. F. Hough, Mr. and Mrs. Jones and Miss Hepher, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. W. G. Humphreys,

Mr. E. A. Irving.
Mr. W. C. Jack. Mr. J. W. Jamieson, C.M.
Dr. and Mrs. G. P. Jordan, Mr. W. D. Jupp.
Mr. and Mrs. J. H. Kemp, Mr. and Mrs.
J. J. Stodart Kennedy, Mon. Mr. and Mrs.
Kewick, Mr. and Mrs. M. Kobayashi, Mr.
Kelliman, Mr. and Mrs. T. Kosumoto.
Mr. and Mrs. C. J. Lafer's, Mr. R. L. Lay.
Mr. G. T. Lloyd, Mr. and Mrs. H. W. Lock.
Mrs. and Misses Loureiro, Mr. A. R. Lowe.
Mr. and Mrs. A. Mackenzie, Mr. and Mrs.
Maitland, Mr. G. H. Medhurst, Mr. and Mrs.
C. McI. Messer, Sir H. and Lady Mody.
Mr. and Mrs. G. O. Moxon, Mr. N. S. Marshall.
Dr. J. W. Noble.
Mr. and Mrs. E. A. Orniston, Mr. E. C.
borce, Mr. A. H. Ogden.
Commander and Mrs. Penfold, Sir F. P.
gott, Mr. and Mrs. H. Plonckey, Sir. Rav.
Fozzox, Colonel Prior, Mr. and Mrs. H.
Phillips.
Mr. and Mrs. E. A. Ram, Mr. W. R.
Davies, Mr. and Mrs. H. W. Robertson, M.
and Mrs. C. H. Ross, Mr. S. B. O. Ross, R.
and Mrs. A. B. Rousse, Mr. J. F. Van Rens.
Mr. and Mrs. A. Seib, Mr. and Mrs. and Mrs.
Shelton Hooper, Mr. R. Shewan, Mr. S.
Sibbald, Mr. and Mrs. A. P. Skellon, Mr. and
Mrs. W. H. Slade, Mr. and Mrs. F. Smyth,
Colonel and Mrs. G. W. R. and Miss A. J. Tol.
Colonel and Mrs. Stucpold, Dr. E. O. Sudman.
Mr. M. J. D. Stephens, Mr. Murray Shew.
and Mrs. N. J. Stabb, Mr. and Mrs.
Augusta Sira.
Captain and Mrs. B. R. H. aylor, Mr. and
Miss P. Thomas, Mr. A. M. Thomson, Mr.
Miss G. A. Tisdall, Mr. and Mrs. C. A. Tom.
Mr. and Mrs. H. P. Tooker, Mr. and Mrs.
Turner, Mr. W. J. Tutchner, Mr. and Mrs.
Takamichi, Mr. and Mrs. D. Tohdow.
Mr. and Mrs. G. H. Wakeman, Mr. and Mrs.
W. W. Walker, H. E. Wei Han, Mr. and E.
Wilks, Mr. and Mrs. E. D. C. Wolfe, Col.
and Mrs. Wrigley.
Consul and Mrs. Konrad Ritter Von Wini.
Austria-Hungary; Consul Francis Jaques
Belgium; Consul and Mrs. Joas Joaze
Lolita, Brazil; Consul Jose Gascon Gonzal.
de Bernedo, Chili; Consul Gast n Ern.
Liebier, France; Acting Vice-Consul P.
Kriewer, France, Vice-Consul, Dr. Markwa
Germany; Consul Alberio Morano Per
Guatemala; Consul-General Cavallero Z.
Vulpicelli, Italy; Consul and Mrs. Fuce
Tsunichito Foutsu, Japan; Consul Freder.
Dames Barretto, Mexico; Consul-General at
Mrs. J. H. de Reus, Netherlands; Consul B.
Joachim Heylor Botello, Nicaragua; Consu
General Lino Clemente Herrero, Panama.
Consul Jose Mariano Macedo, Peru; Con
W. Trau schold, Russia; Vice-Con
Schello Swazi, Sweden; Consul, A. M.
Soares, Bolivia; Consul-General G. E. And
son, U. S. A.
The following members of the railway st
were invited:—
Mr. E. S. Lindsay, Mr. and Mrs. R. Bak
Dr. and Mrs. Hawley, Mr. and Mrs. E.
Evans, Mr. J. Morris, Mr. J. E. Menagh
and Mrs. G. A. Walker, Mr. W. G. Clark, M.
E. J. Richards, Mr. R. S. Vergette, Mr. J.
Britto.
List of Chinese gentlemen invited:—
Messrs. Wei Yek, Fung Wu-chun, Ng Ho
tze, Chau Siu-ki, Leung Pui-chi, Chan Chu
chun, Chin Chuan-hau, Ng Li-hai, Wo
Kum-fuk, Lo Shun-pu, Hui Chia-lum, Wo
Fa-nung, Tong Lal-chun, Chan Kung
Tam Tse-choo, Wei Wah-lun, Chan Y
Tam Tse-choo, Leung Yau-pu, Chan Ch
ping, Lau Pun-chiu, Sin Tse-fan, Lau Chu
Ho Kam-long, Ho Fek, Lau Yau-chun, I
Kai-shan, Chin Chai-pam, U Hoi-chau, H
Nga-ko, Yung Hia-pung, Chan Chut-n
Wu Chiu-nan, Yung Shiu-fai, Tsang Sz
Uo Lai-chun, Yung Shiu-pu, Mok Man-cheu
Li Yau-chun, Chan Lick-chun.
PASSENGER RATES.
The current issue of the *Gazette* contain
rules made by the Railway Administration
with the approval of the Governor in Coun
relating to the Coaching and Goods Tra
The following passenger rates are provided:

	YAYUATI.	SHATIN.	TAIPO.	FANLING.
1st and 3rd	15 cents	25 cents	20 cents	35 cents
2nd	10 "	15 "	15 "	25 "
3rd	5 "	10 "	10 "	15 "
4th	5 "	10 "	10 "	15 "
5th	5 "	10 "	10 "	15 "
6th	5 "	10 "	10 "	15 "
7th	5 "	10 "	10 "	15 "
8th	5 "	10 "	10 "	15 "
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11th	5 "	10 "	10 "	15 "
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13th	5 "	10 "	10 "	15 "
14th	5 "	10 "	10 "	15 "
15th	5 "	10 "	10 "	15 "
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18th	5 "	10 "	10 "	15 "
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62nd	5 "	10 "	10 "	15 "
63rd	5 "	10 "	10 "	15 "
64th	5 "	10 "	10 "	15 "
65th	5 "	10 "	10 "	15 "

[illegible]

"BEDFORD" RELIER ENTER- TAINMENT.

The Committee are pleased to announce that the programme will conclude with the Original Comedy, "The Changeling" by W. Jacobs; the parts being taken by Miss Ben, Lieut. Roseman, R. N., and Mr. P. Teatar.

CLAIM FOR DAMAGES.

A PLAINTIFF WHO WAS ROASTED
BY BOILING WATER.

Before Mr. Justice Hesselrad, Acting Justice, and a common jury in the Common Summary Jurisdiction this morning, John William Bestowe, armourer on board the *Express of Japan*, filed a suit against the *Yokohama Steam-Launch* owner, of 9, Shaftesbury Way, to recover the sum of \$500 as damages for injuries caused to the plaintiff's alleged negligent handling on the 19th March last of defendant's steam-launch *Yokohama* defendant's servants. Mr. W. E. L. Sten, Messrs. Deacon, Looker and Deacon appeared for the plaintiff and Mr. Eldon instructed by Mr. P. S. Dixon, from Mr. R. Harding's office, was for the defendant.

The jury was as follows:—Messrs. F. G. (foreman), Masilo and F. M. X. C. Figueira. Mr. Henson stated that the action brought by the plaintiff was one for damages. The injuries complained of consisted of the poisoning of the right thigh and arm of the plaintiff water falling upon it, which caused plaintiff to be laid up for five days. A time plaintiff with others were in a steam launch. As the steam-pot alongside a pier the defendant's steam-launch was put in motion after boiling water and steam were emitted the exhaust pipe and scalded the plaintiff of knee. The facts of the case were that between four and five o'clock on the date in question plaintiff's boatman summoned a sampan on the *Express of Japan* with the intention of enabling the plaintiff to go over to Hongkong. The sampan got as far as the entrance of the pier but the plaintiff was unable to take aboard, because the defendant's launch was alongside the pier, and in consequence of negligence of defendant's servants, injuries were sustained by the plaintiff. The plaintiff was at no time actually on the launch never attempted to get on board. The boiling water spoken of fell into the sampan and did not come in contact with the plaintiff's thigh. The question would be raised as to whether or plaintiff was a trespasser on the launch. He would submit that the plaintiff had never been on board and that a perfect right to be on the launch was his. His pleading was that the plaintiff did not in any way interfere with the ordinary working of the launch. Under ordinary circumstances, and under circumstances which defendant was deemed to take notice of, he would go on with boiling water being let out of the exhaust pipe. The plaintiff did not have foreseen that the water would come out of it at the time it did. He submits that the launch was not properly worked. A question might be raised that the defendant did not know that the thing was going to happen but he would prove that that was not so, as any engineer would know what was going to happen. As the plaintiff was not one of the people on board actually landed at the occurrence, those facts being submitted to the jury, the plaintiff was entitled to recover damages on two grounds. The first was that a man had any property in the event of escape of something from it which was liable to inflict injury, the owner was liable to damages irrespective of the question of negligence. The second ground was the ordinary common law of negligence and if his Lordship found that damages were recoverable, he was entitled to a verdict in the plaintiff's favour.

Evidence having been given, the case adjourned till ten o'clock to-morrow morning.

SUGAR IN JAPAN.

COMPETITION BETWEEN JAPAN PROPER AND FORMOSA.

The *Osaka Asahi* observes that in view of the promotion of an extensive number of sugar companies and mills in Formosa, which will beyond doubt result in overproduction, those engaged in the sugar industry in Formosa have begun to consider a scheme for exporting sugar abroad and are preparing to produce white sugar for this purpose. For example, recently the Taiwan Sugar Refining Company appointed the Mitsui Bussan Kaisha, Ltd. in Tokyo, Yokohama, Nagoya, Osaka and Kobe, for the sale of "white *sarame*," contracted to deliver 350,000 bags beginning in the summer. The sugar interests in Japan Proper deemed the action of the Taiwan Sugar Company a serious matter and grew alarmed at the prospect of Formosan sugar mills following the example of the Taiwan and Keio-to Sugar Companies and commencing producing white sugar. The sugar-refining industry in Japan Proper may be killed, as the Formosan industry is furnished with the strong armour of Government protection—to use the phrasing of the *Osaka Asahi*—while their rivals in Japan Proper are equipped with even an inch of iron-plate. Those engaged in the sugar industry have accordingly filed petitions with the Finance Department asking that, as the Formosan sugar companies are receiving neither protection nor bounty, they should be prohibited from producing white sugar. The Finance Department, it is stated, the *Asahi*, has now declared that the policy of the Government not to allow Formosan sugar companies or mills to produce white sugar, and that instructions will be issued to the Governor-General of Formosa accordingly. The sugar people in Japan Proper are now anxiously waiting for Mr. Uchida, the new Director of the Formosan Civil Administration, to issue an order prohibiting Formosan sugar companies or mills from producing white sugar. The Government of the *Osaka Asahi*, the Government will not interfere with the sugar mills producing "white *sarame*" for export abroad. This *sarame* is sugar produced in Formosa, however, is inferior in colour and crystallisation to that produced in Japan; and it is impossible for it to compete with the Java product in the foreign market. The Formosan sugar refiners are now engaged in considering methods of remedying the deficit referred to. The *Asahi* maintains that the Formosan Government has no power to interfere with the production of "white *sarame*," as they are receiving neither protection nor bounty on their exports; but they fear that the sugar cane from which the "white *sarame*" is produced is protected by the Japanese sugar merchants who have signed agreements with the Mitsui Bussan Kaisha for the supply of Formosan "white *sarame*," will fail to obtain the supply required if the production of white sugar is prohibited in Formosa, and they will be disabled from executing their contracts with customers. In these circumstances it is expected that great trouble will ensue in sugar circles. The Mitsui Bussan Kaisha, concluded on 24th inst., is reported to be determined to take the matter into their own hands, and to effect the fulfilment of contracts by the means previously mentioned, and to the extent of their power in the order of prohibition issued by

COMMERCIAL

WEEKLY SHARE REPORT.

Reviewing the share business for last week Messrs. E. B. Kadonoff & Co., writes as follows:—Business in Local Stocks remains extremely dull—only a few unimportant issues have taken place. Insurance Stocks fairly consistent demand.

Rubber.—The London market continues lifeless with a few slight alterations during the week. The general opinion is that prices may be considered as in the neighborhood of bedrock but in absence of any definite pointing to a price for the raw material they would appear to be any reason to suppose that opinion is correct.

A few inquiries for D.I. Latex sheets have been made from Singapore, but very little has resulted.

Fanks.—Hongkong and Shanghai have been offered at the reduced rate of £10. The price at Hong Kong is also lower, viz. \$10. Manila can still be placed at \$7½.

Marine Insurance.—Ordinary continued demand at \$90 but there are no shares coming at the present rates. Union Assurance at \$335 and North China at \$400. Yangtze is required for and can be put at \$205.

Fire Insurance.—Hongkong Fire Insurers buyers at \$355 while China Fires are easier, being obtainable at \$35.

Shipping.—Hongkong Canton and Steamboats are still quoted at \$3½ and are bid slightly lower. China Manilla steamships and can be placed at \$10½. Suez Canal Steamships have furthered and are offering at \$3½. Indos changed hands at \$18½ the price at which comes unchanged, viz. \$18½ for the preference and Ordinary shares combined. Ferries are now on offer at \$3½ the new ones are steady at \$10. Shells have been medium of a fair business, several sales have been made on the falling market. Loh however, comes stronger, as we close there are buyers at \$3½.

Refineries.—China Sugars have again come with sellers at \$150. Lorons are obtainable at the reduced rate of \$30.

Mining.—Rauha are offering at \$74 and new Engineering at \$75. Eastwater has been booked at par. Oriental Consolidated are asked for in small lots but there are no bids to obtain at present quotations.

Docks, Wharves, and Godowns.—Hongkong and Whimpon Docks have again been weak side and are for sale at \$30. Shang Docks are also offering at Tls. 75. Hongkong and Kowloon Wharves have been dealt \$54 and \$54 and more shares can be placed at the former rate. Shanghai and Wharves are unchanged at Tls. 112.

Lands, Hotels and Buildings.—Hongkong Lands are booked at \$100. Humpstead Kowloon Lands remain steady at present quotations. Shanghai Hong Kong sold at Tls. 112. Pooning's Land is being bought at \$10 for the old shares; a few new shares are obtainable at \$7½.

Cotton Mills.—Hongkong Cottons have passed as low as \$3½. Northern Mills are unchanged with apparently no business in them.

Miscellaneous.—China. Bomboes continue at 30 and China Providents have been \$3½. Electrica have been sold to a extent at \$1½, and China Lights are offering at \$4.00. Goshen Farms have been bought \$4.50. Dairy Farms are offering at \$19. Ropes at \$14½. Watsons request at \$10 and Wm. Powells at \$2. Union Waterworks are unchanged at \$8.

Exchange.—The Bank's drawing rates London is 11½ on demand; and the rate on Shanghai is 7½.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in circular of 1st inst.:—Chartering operations during the past fortnight have been on the same lines as described in last reports, rates in some instances are slightly better than the Newchwang season has set in and the fact that the Yangtze River promises to show very large dimensions and will call for extensive storage engagements in the quarter all round should strengthen sympathy therewith, it shows an upward tendency.

As regards Southern business:—

Saigon/Hongkong.—There have been stores only for prompt dates, and after a was fixed at 10 cents, rate is again down 2 cents per picul. It is anticipated that the crop will be an exceedingly good one, the weather which Saigon has had for the fortnight is considered sufficient to remedy harm done by drought during the month. It is however too early yet to form reliable idea as to the yield.

Saigon/Philippines.—Tonnage was difficult to obtain, and in consequence rates have risen to 24 cents for Manila.

Saigon/Java.—Has also had a fixture at 20 cents to a port North Coast, for October sailing.

Batavia/Hongkong.—Regular liners going more cargo than of late.

The Nochi.—The first of Newchwang/Canton settlements have come to pass, 5 steamers secured part cargoes at rates ranging from 7 to 25 cents per picul.—Chartering operations have however come to a stop, leading charterers being unwilling for the present pay the higher rates asked by owners.

The Yungtao Season is not in full swing trade to the South, particularly to Swatow, however increased and the fixture of 6000 c'dr is reported to Swatow export. Canton lump sum basis.

Coal Freight.—Market here is overstocked and very little has been done in the way of sales.—Besides Japanese tonnage fixed, i.e., Elizabeth Richmond is reported taking coal by charterers Moji to this at \$1.50 per ton. Sales in other directions have been done as follows:

Wakamatsu/Canton part cargo Saig Hongkong currency, Labuan/Manila 5-90, Straits 6-90 per ton.

Timescharter.—Another vessel, the Lochmowrie, chartered for 6½ months, has been added to the fleet of the new Steamship Line "Compagnie de Navigation Chinoise" in Cochinchina for the regular run between Saigon and this port, making the total number 4.

Sales.—The East Bafan Coal Mining Co. Manilla, which have been in the market for some time for suitable steamers have purchased 11 Nowra at 100 tons terms are kept private.

Sail.—Tongue and Sons, Ltd. to Lord Baltimore and New York via Singapore/October 27th. Net reg. reg. to load in September/October 27th. Ship: Jutlandic, 267 tons net reg. to load in November/December.

And Tonnage Discharged.—None.

Departure of Sippers.—None.

Tires.—Sumatra Port, heard of a big progress. Bare Peapay in East Bafan, where the Royal Dutch Petroleum Co. company is working since the war, where a couple of years back the people were all poor, partly factory and partly hand tools equipped with a steam engine.

[illegible]

SHARE QUOTATIONS

Supplied by Messrs. B. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PREVIOUS CLOSING QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	{ £1,500,000 \$15,00,000 \$150,000 }	\$1,029,500	{ \$2 for first half year ending 30.6.10 @ 8 1/2 % 1 1/2 % = \$12.45	5 %	{ \$201 1/2 \$190 }
National Bank of China, Limited	100,000	7	6	{ £4,000 \$40,000 }	\$30,553	\$1 (London 1/6) for 1903 .....	...	\$78 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,181 \$104,790 Tls. 225,000 Tls. 135,753 Tls. 145,688 }	none	\$10 for 1903	5 1/2 %	\$190 buyers
North China Insurance Company, Limited	10,000	15	5	{ \$1,500,000 Tls. 225,000 Tls. 135,753 Tls. 145,688 }	Tls. 207,573	Final of 7/6 making 15/- for 1903	5 %	Tls. 115
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$4,000,000 \$103,848 \$105,349 \$71,985 }	\$287,084	{ Final of \$20 per share, making in all \$50 per share for 1904 and an interim dividend of \$30 per share for 1909 .....	...	{ \$25 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,405 \$199,204 }	\$7,701	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 14.9	7 %	\$203
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$100,144 \$11,168 }	\$48,406	\$6 and bonus \$3 for 1908	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 }	\$26,218	\$27 for 1908	8 %	\$160 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$57,743 \$30,000 \$100,000 }	Dr. \$3,777	\$4 for 1906 .....	...	\$104
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$30,000 \$100,000 }	Nil.	\$4 for year ending 30.6.1908 .....	...	\$23 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$50,000 \$17,705 \$15,491 }	\$28,766	Dividend of \$1 1/2 for 30.6.10	8 %	\$24 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	5	5	{ \$138,100 }	£137.83	{ \$6 for 1907 on Preference shares only @ 6 1/2 % 1910-11. 154 .....	...	\$38 sellers
Do. (Deferred)	60,000	5	5	{ \$138,100 }	£137.83	{ Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '10 & 22 1/2 div. of 12 per sh. on acc. for '12	5 %	77/6
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	{ \$70,000 \$100,000 }	£192,994	{ A dividend of 7 1/2 % for year ending 30.4.1910	5 1/2 %	\$33 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$71,850 }	\$1,150	{ A bonus of 5 % for year ending 30.4.1910	5 1/2 %	\$10 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$520,000 \$53,150 }	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$147 sellers
Latoh Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$125,591	\$3 for 1897 .....	...	\$15 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ £215,000 \$2,125,000 }	£1,435	Interim of 1/6 for 1911 (coupon No. 14)	9 %	Tls. 15 buyers
Headwaters Mining Company	60,000	10	10	{ none }	none	First year .....	...	Tls. 10
Haub Australian Gold Mining Company, Limited	150,000	1	1	{ \$4,171 }	none	\$5 per share 1911 dividend	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	1	1	{ none }	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	\$50
DOCKS, WHARVES & GODOWNS.								
Freewick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 }	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$11,903 \$10,000 }	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$221,000 Tls. 1,000,000 }	\$128,755	\$3 for half year ended 30.6.1909 .....	...	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 607,819 Tls. 50,000 }	Tls. 6,261	{ Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 72 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 128,000 }	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 20,000 }	Tls. 4,114 \$44,041	{ Tls. 6 for year ending 30.6.11	8 1/2 %	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$14,000 }	\$1,277	{ \$3 on old shares \$1.50 on new shares for half year ending 30.6.10	5 1/2 %	\$121 sellers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$100,000 }	\$37,600	Interim of \$3 1/2 for 1910	7 %	\$74
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$26,045 }	\$1,471	45 cents for 1909	6 %	\$100 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$15,000 }	\$269	\$2 1/2 for 1909	8 %	\$74 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	...	...	...	\$34 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,125,045 Tls. 100,000 }	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 111 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,958	Interim of \$1.20 for 1910	8 1/2 %	\$39
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 40,000 }	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 10 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$100,000 }	\$9,551	50 cents for year ending 31.7.08 .....	...	\$24 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 4,378	Tls. 7 1/2 for year ending 30.6.09	10 %	Tls. 47 1/2 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,839	Tls. 6 for 1909	10 %	Tls. 50
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 11,178 }	Tls. 31,173	Tls. 25 for 1909	17 1/2 %	Tls. 253
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	2,504	12/6	12/6	{ £1,500 \$40,000 }	£648	15 % per share for 1909 .....	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	60 cents for 1909	6 1/2 %	\$24 sellers
China Light and Power Company, Limited	50,000	5	5	{ none }	\$9,241	60 cents for year ended 28.2.06 .....	...	\$1.40 sellers
Do. (Special shares)	50,000	3 1/2	3 1/2	{ none }	32,000	80 cents for 1909	10 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$700,000 \$1,000 }	\$1,591	\$1.20 for year ending 31.7.09	6 1/2 %	\$9 buyers
Dairy Farm Company, Limited	40,000	3/4	3/4	{ \$1,000 }	\$4,390	Interim of 15 cents per share for 1910	10 %	\$4.65 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$5,000 }	\$5,000	14 per cent. viz. \$1.40 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	11,000	\$10	\$10	{ \$5,000 }	\$11,798	{ A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.11	6 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$20	\$20	{ none }	\$5,606	Interim of \$3 per share for 1910	6 %	\$12 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$40,000 }	\$9,176	Final of \$1 making in all \$2 for 1909	9 %	\$20 sellers
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 147,500 Tls. 60,000 }	Tls. 310,682	{ Interim dividend of Tls. 12 1/2 15th March } { Tls. 22 15th June & Tls. 15.00 15th Sept. }	5 %	Tls. 7,050 sales
Matichappi of Mijir, Borneo and Landbouwerij Maatschappij in Langkat, Limited	15,000	Gls. 100	Gls. 100	{ \$20,000 }	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	8 1/2 %	\$83 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	\$1,640	None .....	...	\$1 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none }	...	None .....	...	\$1 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ Tls. 2,000 Tls. 100,000 }	\$1,350	No dividend this year .....	...	Tls. 11 1/2 sales
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ none }	...	First year .....	...	\$39 sellers
Societe des Papiers et Papeteries du Tonkin	{ 15,000 Benefit shares 1,200 }	50 Haitong Haitong	25 Currency ...	{ none none none }	none none Dr. \$11,000 \$27,80	None .....	...	Haitong currency
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	...	None .....	...	\$15 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none }	...	10 % for year ending 31st May 1913	8 %	\$25 sellers
Union Waterboat Company, Limited	30,000	\$10	\$10	{ \$10,000 }	...	60 cents for year ending 31.12.08	8 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$40,000 }	\$24	15 per ordinary sh. for year ended 31.5.10	5 %	\$11 1/2 sellers
Valtes Limited	10,000	\$10	\$10	{ none }	\$1,041	35 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$5,000 }	\$2,013	3 % for 1909 .....	...	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	{ none }	\$784	None .....	...	\$8 buyers

RUBBER SHARE MARKET.

at \$12. Shanghai Lands come lower, having been sold at 11s. 11d. Hongkong Hotels have been sold at \$100 and at 37s for the new shares.

Cotton Mills.—The new Cottons have been sold at \$12. Northern Mills appear to be rather firmer. S. Y. Cheong being quoted at 11s. 33d. Laou Kung Mow at 11s. 50 and International at 11s. 47s. Rices are obtainable at 11s. 100.

Miscellaneous.—China Borneos remain steady at \$9, and China Providents at \$33. The Dairy Farm's report just published shows a profit of \$51,370.64 and it is proposed to pay a dividend of \$1.30, absorbing \$48,000. The sum of \$10,000 is to be transferred to Cattle Reserve Fund and \$1,000 to Fire and Typhoon Insurance Fund, leaving the sum of \$33,050.64 to be carried forward. There are buyers to-day at 10s. Exotics are obtainable at 10s. and China Lights at \$1.40. Green Islands have been again booked at \$1.65. Watsons are in request at \$14.

Exchange.—The Bank's drawing rate on London is 1/1 13/16 on demand, and the 7/11 rate on Shanghai is 7 1/2.

RUBBER SHARE MARKET.

Hoongkong, 7th October.
The weaker tone of the Rubber Share market at the opening of the week gave way yesterday to a partial revival in the leading producers; when cabled quotations from London advanced rates several points over the lowest touched during the week. This improvement has been confined to sterling shares only, as Singapore quotations, taken all round, show further falling off when compared with the rates ruling in the preceding week.

The price for the raw produce after going down to 5s. 9d. per lb., the lowest recorded since the boom, recovered slightly and is quoted as we write at 6s per lb.

Anglo-Malays have slightly improved and can probably be sold at 27/0.

Aliagars have again been sold at 4/- closing with small inquiries at 4/6.

Eastern Internationals were taken off the market during the early part of the week as low as 8/6 but at the close have improved to 11/6 at which price they close steady.

London Ventures have changed hands at 6/- and more can probably be had at the rate.

Ledburys continue quiet and without business to report at quotation.

London Asiatics after declining to 10/6 have risen to 11/6 at which price there are probable sellers
Tangkabs are quite at 33/6.
United Siamers are at 33/6 and slight decline

United Securities experienced slight fluctuations, having dropped from 105/- to 95/- during the early part of the week, but at the close are firmer at 102/6.

Sumatra Paras have strengthened to 12/6 at which price there are probable buyers. Bernams have been sold at 6/- and 6/3 and more are wanted at the latter rate.

Highlands and Lowlands have slightly improved to 100%.

Kuala Lumpur were reported sold at 175/- during the early part of the week but now come higher at 180/-.

Batu Tigar are steady at 90/.
Balgownies have weakened to \$10 at which
figure there are small buyers.

Chagokk Serdaung have declined to \$7½
with buyers at \$7.
Ayer Panas can probably be had at \$6.
Palams are inquired for at the unchanged rate

Glennsals have dropped to \$1½ at which price they close in demand.

Sandycrofts have eased down to \$25 at which rate they are procurable.

Singapore and Johore have weakened to \$12 with sellers.
United Singapore have been dealt in at \$14, closing with more inquiries at \$15.

Panama are unchanged at \$1.00.
 Elphinstone continue in request at \$1.
 Alor Gajah are inquired for at \$24.
 New Serendubs are weaker and offering at

(Tronob) tin mines have been dealt in at 31/- and 34/- closing steady.

Exchange.—The Bank's closing T.T. quotes:

On London... 1/95
" Shanghai 75 1/2
" Singapore 7 1/2

ELLIS & ELLIS,

The undermentioned members have joined the

Volunteer Corps, assigned Corps Nos. and posted to the Artillery and Scouts Companies as follows:—1208 J. V. Braga (No. 3 Coy.); 1209 E. L. Braga (No. 2 Coy.); 1110 W. F. Beauford (No. 4 Coy.); Norman Norman Beauford

Basford (No. 4 Coy.), Will Norman Hornsby (Scouta. Coy.) and 1212 A. N. Appleford (Scouts Coy.)

THE following members have passed the ex-

Some of the following members have passed the examination in Semaphore Signalling at the class recently held at Volunteer Headquarters:—
Captains Armstrong and Scott; Lieutenants Wolfe and Plummer; C. S. M. Grey; sergeants

McKirdy, Darby, Gregory, Hayward and Day;
Corporals Friib, Smith, Manuk, Duncan, and
Boulton; and Gunner Storrie.

ATTENTION is drawn in the *Gazette* to the provisions of Article IX of the Treaty of Tientsin which requires every non-Chinese subject crossing the border line of the New Territories

to be in possession of a passport furnished him by his national representative in China. British subjects should address themselves to H.F.M.'s Vice-Consul, forwarding at the same time the

LAST Saturday was the anniversary of the consecration of the Right Rev. Bishop D. Pozzoni

and in celebration of the event High Mass was celebrated at the Roman Catholic Cathedral in the morning which was very largely attended by the Catholic congregation including the

scholars of St. Joseph's College and the pupils of the Italian and French Convents. In the course of the day His Lordship was the recipient of numerous congratulations.

The transport *Crook* arrived in Manila on 27th ult, none the worse for the heavy typhoon she encountered Sunday just after leaving Hal-

phong. While the heavy gales did not interfere with the *Crook's* course they retarded her speed somewhat, otherwise she would have reached Manila on the 26th. The *Crook* was

held up in Hongkong for three days undergoing cleaning and slight repairs and then sailed for Haiphong where the passengers had a chance to do some sightseeing in the French colonial settlement.

colonial settlement, while 13,600 barrels of cement were being loaded for the quartermaster's department at Manila.

1944

ROBBERS' ESTATE RETURNS.

	July	August	Total.
Allagar	3,550	3,510	21,970
Alor Poengiu	2,110	2,370	9,520
Alor	850	1,000	3,750
Anglo Malay	52,517	52,514	405,050
Ayer Kuning	207	205	1,335
Ayer Molek	2,013	1,810	8,600
Ayer Panas	880	1,000	2,870
Bafowania	8,757	8,000	68,714
Batak Rabit	1,335	1,200	2,535
Daeng	2,700	3,400	15,174
Batu Caves	17,438		73,535
Duta Tiga	8,464	8,125	54,668
Bertam	9,725	12,000	73,543
Bekau	2,051	2,500	13,621
Brieh	1,188	1,520	4,217
Bukit Kajang	5,473	5,513	28,871
Bukit Rajah	30,310		216,735
Bukit Lintang	3,800	4,000	25,270
Bukit Timah	624	873	2,439
Bukit K. B.	350	561	991
Carey United	12,000	12,550	75,300
Chatsfield	3,500		21,541
Changkat Serdang	3,653	3,861	23,447
Changkat Salak	1,100	1,500	4,991
Cicely	16,000		78,106
Consolidated Malay			135,954
Caledonia	23,401	23,000	153,227
Chunmor	768		2,174
Cibaratosa	2,223	2,400	8,325
Damansara			133,772
Edinburgh	6,500	6,500	48,750
Federated (Selangor)			60,557
F.M.S. Rubber	32,170	33,100	269,717
Gedong	21,000	22,000	95,100
Gleocally	1,735	2,001	13,439
Glenshiel	4,899	4,788	24,702
Golden Hope	5,114	10,073	43,022
Golconda			70,137
Gula Kalumpung	10,000		10,000
Hai Kee		590	1,783
Harpenden	10,000	11,000	45,930
Haylor	319	618	957
Henwood	1,100	1,100	4,009
High & Lowlands	39,265	39,847	328,570
Iuch Kenneth	11,160	10,121	99,819
Indragiri	824	861	3,693
Jinab		100	100
Jogra	11,758		47,054
Jong	18,210	20,170	140,520
Kapar Para			64,473
Kampong	7,035	8,880	118,073
Kempsey	3,507	3,950	23,233
Kepoh	3,000	4,300	21,700
Klebang	256	321	488
Kota Tinggi	510		3,098
Kuala Klang			10,015
Kraai	3,640	3,001	7,717
Kruas Rpt. Est.	3,303		17,847
Kuala Lumpur	48,130	47,280	359,020
Labo	10,010	13,110	131,410
Landanor	35,913	33,400	307,740
Lesbury	9,844	10,038	71,880
Linggi	71,000	73,500	590,500
London Asiatic	10,015	17,018	94,111
Malaka Plant		531	331
Malacca Flora	22,500	27,000	187,000
Merton	1,033	2,250	9,074
New Serendab	415	605	7,020
New Singapore		60	160
North Hummock			28,891
Nova Scotia	14,075	16,300	65,005
Pajam	3,230	3,500	18,800
Pataling	27,428	26,000	207,267
Pegoh	3,330	3,330	25,016
Pengkalan Durian	958	835	1,813
Perak Plant			58,414
Port Dickson		785	4,244
Raddell			1,017
Rembia	597		5,173
Ribu Rubber	5,437	5,797	41,167
Rubana	10,500	13,500	97,710
Rubah	1,850	2,000	6,554
Ribu Growers Assn.	3,507	3,010	23,237
S. Heleco		105	630
Sengat	7,031	7,700	47,756
Selaba	9,710	7,000	41,036
Sungei Choh		4,830	16,110
Sungei Kapar			100,000
Sungairoh	9,311	9,301	58,124
Swaford			74,508
Selangor			24,582
Seremban	38,015	31,558	246,824
Seremban	535		805
Seremban	6,350	6,616	38,572
Shelford	10,500	11,000	57,601
S'pore & Johore	17,680	8,535	71,281
Singapore Para	5,400	5,000	30,

total dividend for the year 1999 of 77 per cent on the paid-up Capital at exchange 2/51, making 15 per cent for the year, and a bonus of 15 per cent on contributory premium.

(continued)

[illegible]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke (T. 6,100)	About TUESDAY, 18th October.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH" Capt. F. Prosch (T. 10,000)	WEDNESDAY, 19th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. P. Grosch (T. 10,000)	About WEDNESDAY, 19th October.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Schmitt (T. 5,050)	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELNERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th October, 1910.

Intimations.

KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director,
Hongkong, 20th January, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
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DAIMLER'S PATENT MOTOR
LAUNCHES,
etc., etc., etc.

Sole Agents for
FERGUSON'S SPECIAL GRAM
and
F & O. SPECIAL LIQUOR BOTTING
WHISKY, etc.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th March 1908

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of nervous debility, neurasthenia, or other conditions of the brain and nerves. It is a powerful tonic and restorative, and is especially adapted for the treatment of all cases of nervous exhaustion, neurasthenia, and other conditions of the brain and nerves. It is a powerful tonic and restorative, and is especially adapted for the treatment of all cases of nervous exhaustion, neurasthenia, and other conditions of the brain and nerves.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of nervous debility, neurasthenia, or other conditions of the brain and nerves. It is a powerful tonic and restorative, and is especially adapted for the treatment of all cases of nervous exhaustion, neurasthenia, and other conditions of the brain and nerves. It is a powerful tonic and restorative, and is especially adapted for the treatment of all cases of nervous exhaustion, neurasthenia, and other conditions of the brain and nerves.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 375 ft.	Docking Length 375 ft.	(IN COURSE OF CONSTRUCTION) Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and all shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

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Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotte, A. I. and Watkins.

Yokohama, April 28th, 1909.



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Always Give Satisfaction.

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A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

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FOR HIRE.

DRAGON CYCLE DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

In Casks of 87 1/2 lbs. net.

In Bags of 250 lbs. net.

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General Managers.

Hongkong, 14th August, 1910.

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HAS ALWAYS ON HAND

CIGARS, CIGARETTES

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TOILET REQUISITES

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Artillery Officer's Quarters. Suitable
for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD,
1st Floor.

A HOUSE in WONG-WEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL,
1st Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stops at the door.

Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 5th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

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Hongkong, 4th April, 1910.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

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THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st July, 1910.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

15, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

THIN TING.

LATEST METHODS OF DENTISTRY

STUDIO 11, NO. 14, D'ARQUILLA STREET.

REASONABLE FEES

Consultation Free

Hongkong, 15th April, 1908.

THE SITUATION IN SHANGHAI.

CASHIERING OF THE TAOTAI.

The Edict cashiering Tsai Nai-huang, the Shanghai Taotai, has made its appearance at an unexpected moment, although it was known in well-informed native circles that this fate had been hanging over his head for some time. It is impossible to follow all the ramifications that lead to the frequent changes in China's official service. In the present case the actual reasons for the Taotai's "punishment" are not necessarily those that appear on the surface. It was recognized, however, that he was gradually raising around him a considerable amount of personal antagonism, and once before his opponents measured their strength by denouncing him to his immediate superiors. They failed in their object on that occasion, but circumstances since then have been too strong for Tsai Nai-huang. If report be true, he has antagonized influential officials of the Szechuan Railway, who in the investment of funds connected with this undertaking appear to have travelled as far as Shanghai. Again in the recent crisis when he showed unusual alacrity in meeting the wishes of the foreign banks in connection with Ching Yue's failure, he has found it difficult to satisfy both foreigners and Chinese, without doing violence to the traditions of all yamens. The vernacular press of Shanghai has been altogether silent on the subject, proving that, if it was the Taotai's intention on taking up his present appointment to incite disaffection where previously there had been irresponsibility and unqualified criticism, he has achieved at least this one object. But the silence of the Press has not imposed restraint upon certain guilds, and these are understood to have been active during the last few weeks in denouncing his conduct in Peking. The present Edict has resulted, and the Customs Taotai has received a severe reprimand. Enough is known of Chinese methods to realize that there may be nothing more than this in the Edict. The Taotai is given two months within which to clear himself of the charges brought against him, and it may well be believed that many in Peking will hope that Tsai Nai-huang may prove successful. If the Taotai's opponents follow up their advantage, there may yet be another change in the local official service; if on the other hand they are content with their present victory, Tsai Nai-huang may ultimately proceed with flying colours to his next post in the official hierarchy.

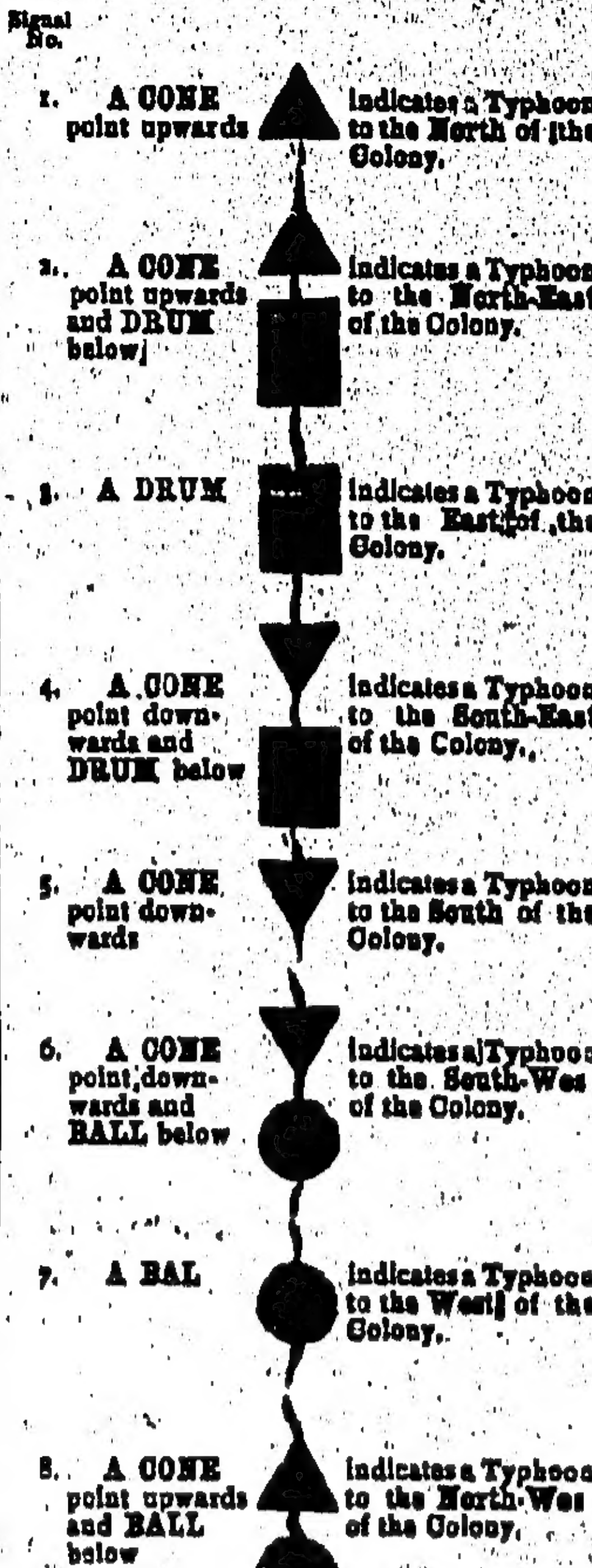
For the moment interest centres in the fate of the arrangement that was intended to prevent Ching Yue's large rubber holdings being placed upon an already congested market. Tsai Nai-huang, it was understood, had been authorized by the Government to make a loan of Tls. 1,800,000 to one or more local firms of brokers to enable them to take up and hold for two years share securities—for the most part rubber stocks—belonging to Ching Yue. The money was to be obtained by the Taotai from a local bank, but was not to be handed over until the Edict confirming the authorization had been issued. At the eleventh hour the formal consent of the Treasury was delayed, and the Decree cashiering the Taotai makes its appearance before the loan Edict. Whether the latter is to be withheld permanently is not yet known. If it should be, the community foregoes the advantage of having the sum in question added to the money now in circulation, while forced sales may continue to be the order of the day for some time to come. It must be admitted, however, that the existing situation goes beyond Ching Yue's rubber holdings and any sum that does not run into many hundreds of lakhs. Shanghai is experiencing a grave financial crisis; but, as far as can be judged, it is hesitating to face the issue in the hope that by the employment of temporary expedients the crisis may be induced to solve itself. As the situation is the outcome of the rubber boom, its barometer is to be found in the share market. Here it would appear that an attempt is being made to carry through on a large scale what can often be done successfully in the case of one or two individuals. The June settlement on the Stock Exchange was effected by means of a loan and the carrying over of scrip. September, it is understood, sees the position no better than it was three months ago and again the process of carrying over has to be adopted.

It is possible that those most concerned are satisfied that this system is sound finance and that by such means the crisis can ultimately be weathered. While everyone will hope that these expectations will be realized, it is legitimate to point out that an unlimited extension of a period of "marking time" is bad for any community. Only a knowledge of every body's private affairs would enable a perfectly accurate diagnosis of the crisis to be made; but in general terms it may be said that the community cannot recover from its present ailment until it is able to lay hands on at least one half of the money now in circulation. This sum, it is estimated, is reckoned in hundreds of lakhs, must come from without and the relief sought cannot be obtained from the transfer of relatively paltry sums from one section of the community to the other. In addition to its ordinary sources of wealth Shanghai now has a large number of rubber estates and it is obvious that if there is to be a much more rapid accession of ready money than in former times, every effort must be made to enable these estates to contribute. Without their assets these estates are not likely to be any phenomenal recovery, and it becomes the duty of those responsible for or interested in these estates to see that nothing is left undone to enhance the value of this important asset. The price of shares, it may be remarked, is far more likely to depend on the productivity of estates than on artificial bolstering of the market. With the present shortage of money there is little to be any great demand for shares, although a certain number can always be converted upon to change hands, if offered at a price below their interest-bearing value. Shareholders who are not forced to part with their scrip will wait for dividends or a rise in value above that which they gave. The latter is not to be anticipated at present. There remains the unfortunate class who are in debt out of all proportion to their scrip holding or will be in debt if they cannot sell their shares. For these any sale is better than that, through some makeshift system of finance, their earning capacity should be lost to themselves and the community, while they are content to remain in the hope of the unexpected turning up before the next

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Abandon.
Wai Tan.	San Kwan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tin Kow.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

S. G. FINE,
Director.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG BRAND

GUINNESS' STOUT in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE) DAILY—\$50 per annum. WEEKLY—\$12 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 8, 1910.

PORTUGAL'S STRESS.

Since the day of the French Revolution, no such portentous episode has occurred in Europe as that which at the present moment threatens to overwhelm the Kingdom of Portugal. Out here in Hongkong where the Portuguese were among the pioneers and had established a settlement in Macao and Canton long before the Dutch or the British appeared on the scene, the news that is getting through from Lisbon is of absorbing interest as well as of alarm. Locally the most sincere regrets are entertained as regards the terrible trouble that has occurred in the Capital of our ally. It is not so long ago that the present King saw his father and his elder brother ruthlessly murdered in the public streets and now His Majesty too, who has worn his kingly dignities with honour since his accession, appears to be in imminent danger of maltreatment if not of loss of life. It is disquieting that reliable news has not come through concerning the King's well-being but it is to be hoped that the young monarch is safe from the violence of those insurgents who have set Lisbon on fire. To us it cannot appear that the people of Portugal as a whole are behind this revolutionary movement. Rather we would hold the opinion that it has been encouraged by a desperate coterie in Lisbon itself who have their own purposes to serve and are

determined to carry them through even at the sacrifice of human life and of the dislocation of an ancient constitution. That there are existant in Portugal governmental departments corruption of a more or less virulent type will be admitted by the most fervent Portuguese subject who knows anything about the inner workings of administration in Lisbon. But it is nonsensical to suppose that abuses are going to be cut out by such violence as has been adopted by the Lisbon revolutionaries. The ostensible head of Portugal's government was the young King. It is well-known that his chief guide in the administration of State affairs was the Queen Mother, who is adored by every subject both for her mental and moral qualities and is revered far beyond the bounds of her son's realm. If the revolutionaries had adopted pacific measures in order to effect their aims there is little doubt that these would have been ultimately attained in full. In the meantime the country is not ripe for the formation of a republic. There may be a band of clever men at the head of the revolution, but on the whole the country is as unready for a wholesale reversion of the government system as Russia was unprepared for the establishment and upkeep of a Duma. We trust that the dominance of the insurgents in Lisbon will shortly be brought to a period and that King Manuel will be installed once more in monarchical state, for we are sure that all the necessary improvements in the existing form of Government can be more efficaciously accomplished under the old regime than under a process of violence that threatens to set brother against brother and to flood the country with bloodshed.

BRITISH PRESTIGE IN CHINA.

In all the Coast Ports of China, the British Government is admittedly slow in looking after the interests of her nationals. We in Hongkong do not need to go farther than Canton to find out such to be the case. Our Consular service is one of the best in the world, yet so tied down are they by red tape of Foreign Office manufacture that the Consuls are often unable to extend a helping hand when such is due to a British subject. The time is not far remote when a well-known British subject, a merchant, assured the writer that whenever he wanted to proceed against a Chinese defaulter in Canton he found immediate relief through the agency of the United States Consulate more than through the Consular body which represented his own country. Happily these days have passed away and our Consular service in China cannot be excelled by that of any other nation although their powers may still be overshadowed by those of the French, the American, or the German contingents. On the whole, however, we have to welcome the fact that our Consular body is in a more independent position to-day in China than ever it was before. We in the Kwangtung littoral are still, of course, under the dominance of Shanghai so far as the judicial system is concerned, but it may not be ever thus. We wait to see why a British Chief Justice sitting in Hongkong should fail to have jurisdiction in extra-territorial cases throughout South China. But all that is by the way. There are a few cases in the Two Kwang requiring the personal sitting of the British Chief Justice in China. If we remember right the last case of the sort occurred some six or seven years ago when Sir Huan S. Wilkinson presided at the death sentence in Canton upon a British Indian subject on the capital charge. As it happened, that was the first occasion upon which the venerable Judge had had to assume the black cap and in delivering sentence he broke down absolutely. Nevertheless the murderer was hanged. Apart from judicial jurisdiction, one important point on which the British Government fails is the upkeep of characteristic national institutions. For instance, there is the Post Office. On the Shanghai, Great Britain was notoriously behindhand as compared with both the Germans and the French. Now, however, our own people have apparently been incited into an endeavour to put our postal service in China into line with those of our trade rivals. As before announced H.E. Sir Francis May stated at a recent meeting of Council that the British postal agencies in China, including Shanghai, would in future be administered by the Imperial Post Office. Says the P. and T. Times:—This will prove good news not only to the residents of Hongkong, who have had their annual burden increased by more than fifty thousand dollars through the deficits of these post offices, but also to British residents all over China, as it is no augury that better facilities may be expected in the future. British postal facilities have lagged far behind those of many other countries, particularly those of Germany, which offers facilities for correspondence and other mail matter between China and Germany of a character little realized by the British public. For instance, a letter of 20 grammes is sent to Germany for four cents, the same facility as is offered by the British post office for letters to England, but there the comparison ends, as four cents more must be paid for each 20 grammes additional, whereas

the German post office will send a letter up to 250 grammes for eight cents, while a letter of that weight to England would cost 48 cents in the British post office. It is also to be hoped that the existing anomaly will be abolished, of using one ounce as the basis from London to the East whereas 20 grammes (about three quarters of an ounce) is used as the basis of a letter from the East to London—a distinct discrimination against British subjects in the Far East. There is still one other point on which an improvement is being urged in some quarters, that is, the sending of newspapers via Siberia. This, for the moment, is, however, not likely to be realized. The Siberian railway distinctly frowns on the idea of carrying heavy loads, as the excessive rates for baggage show. But if the British authorities will merely give the same facilities as the German post office does, then persons who wish to have papers sent out via Siberia may send them as letters up to a weight of 250 grammes per package at the nominal rate of eight cents. It is interesting to note that the Home Authorities are at last taking cognisance of the importance that attaches to the maintenance of British prestige in China and that they are trying at least to keep pace with the formidable foreign rivals who combat us at every turn in the East.

THE IMPERIAL CHINESE CUSTOMS.

It is a peculiar fact that in some quarters the retirement of Sir Robert Hart from the Inspector-Generalship of the Imperial Chinese Customs was hailed as a sign of salvation amongst the Customs staff, and yet we have ever-growing signs that the passing away of the G.O.M. from the service is now being regretted by the very people who were anxious to see him vacate the headship of that body which he himself instituted. Tennyson talks of the "fierce white light which beats upon a throne." So in the case of Sir Robert Hart, his exalted position in the Imperial Customs subjected him to all manner of criticism, generally hostile, regarding his administration of that admirable body of public servants. Amongst scandal-mongers it used to be asserted that Sir Robert was used to mark for promotion among his staff not those who had shown exceptional ability as well as length of service but those who had family or other influences behind their backs. But anyone who knows the inner workings of the Chinese Customs must realize the fact that in that service "kissings do not go by favour." On the contrary, there have been increasing portents of dissatisfaction amongst the staff ever since Sir Robert Hart's departure from the scene of his life's work and of late there have been more resignations both in the in-door and out-door staff than there have been in any given period in the history of the Customs. The main cause for this is the slowness of promotion. Men who have served for, say, a dozen years find themselves overstepped by juniors of less than half their term and even older servants are subject to the same depressing conditions. Considering that the salary offered amounts only to \$75 for the first six months and that it does not exceed \$104 in the next half-year probationary period, it is surely to be expected that men who have been recruited in Canton should be given an opportunity of getting away into outstation instead of being kept entirely to the routine of hard, unpleasant duty that prevails in the Capital of the Two Kwang. If nothing else be observed, seniority should count for something. Were such the case, there would be less discontent in the ranks of the Customs service, fewer resignations and assuredly a general trend upwards in the way of performance of daily duties.

LOCAL AND GENERAL.

New Volunteer Regulations are published in the Government Gazette.

A NATIVE woman was fined \$50 in the Police Court this morning for keeping a sly brothel.

JEWELLERY to the value of \$65 is reported to have been stolen from N. 16, Whitfield, Bay View, on the 7th inst.

The programme with the list of entries for the fifth Gymbhama meeting to be held on Saturday next has been issued.

ONE month's hard labour was awarded a native at the Magistracy this morning for staying away on the s.s. *Dallan* from Swatow to Hongkong.

THE King's Exequatur empowering Mr. Adao Maria de Lourdes Soares to act as Consul of Bolivia at Hongkong has received His Majesty's signature.

The prospectus of the bulletin of the committee of Entomological Research (Tropical Africa), which was appointed last year, is published in the *Gazette*.

THE Police reports that a watch was found the other day at Black's Licks, near the gun shade at Magazine Gap. The owner of same can have the article returned to him on application to the Police.

THE Government of Indo-China has just put restrictions on the sale or allotment of shares, debentures, and certificates of French and foreign financial companies in that colony. The penalties for breach of the new law range from 10,000 to 20,000 francs.

THE DAIRY FARM CO., LD.

ANNUAL MEETING.

The fourteenth ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd., was held at the Company's town office this afternoon. Dr. J. W. Robb presided. There were also present—The Hon. Mr. E. Ouboras, Mr. F. Matland (directors), Messrs. J. McCabbin, S. G. Newall, J. M. E. Machado, Chan Tong, A. Stevenson (acting manager) M. Manuk (acting secretary).

The Acting Secretary having read the notice convening the meeting:

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and take the report and accounts, which have been in your hands for some days, as read. Your directors are pleased, in these times of stress and stringency, to be able to lay before you an account such as the one under review, which enables us not only to pay the same dividend as last year, but also to provide for depreciation and add to our reserves. Depreciation is with us a very serious item, especially with reference to our herd, which is, as you know, subject to constant renewal, and should this point be overlooked or overlooked for, you would soon be without cows with which to carry on your business. We trust the course recommended for dealing with the accounts will meet with your approval. As every precaution known to us is taken to prevent the introduction of disease to the herd, as well as to prevent the spread of any contagion that may find its way into the premises, we are compelled to insist upon the rigid enforcement of an old rule of the company, which forbids the admission of visitors to any of our properties; no one should feel hurt when permission to visit the farms is refused them, if they bear in mind the object in view. The various departments of our business require constant care and study to enable us to keep pace and advance with the times. In this work your Board have the assistance and co-operation of an able staff, whom it gives us pleasure to congratulate on the manner in which they study the company's interests and give effect to the wishes of your Board. Our Manager is at present in Australia in the interests of the company. Our customers may use the milk supplied them feeling sure that no effort has been spared, or precaution neglected, that tends to keep the milk pure, fresh, and free from all contaminating influences. It is therefore quite unnecessary to boil or sterilize it before using, but should it for any special reason be necessary to use milk so treated, the company will deliver it either Pasteurized or sterilized as desired. Under ordinary circumstances raw milk is more easily digested and more readily assimilated than when it has been Pasteurized, boiled, sterilized or frozen; nature gives it to us in the raw state, and in that state it was intended that all mammals should use it. For the benefit of invalids or others who desire to use sterilized milk, the company is prepared to supply, and place on board ship, freshly sterilized milk in any quantity, which will keep perfectly sweet and fresh during an east voyage to the homeland or further. Milk is Pasteurized by being heated to a temperature of 140 deg. Fahrenheit, at which point it must be kept for an hour or two, or raised to 160 deg. for ten minutes or more. The sterilization of milk does not mean simply boiling it—heating to a temperature of 212 deg. Fah.—but means superheating it under steam pressure to 230 deg. Fah. This produces a number of chemical changes, which seem to interfere with its digestibility to such an extent that the weak stomachs of invalids or babies cannot readily digest and assimilate it. It is therefore not as good as raw milk. Though experiments in the laboratory do not show that the milk is impaired by Pasteurizing, it is less easily digested than raw milk, but more readily acted on by the digestive juices of the stomach than milk that has been sterilized. The highest food value is obtained by using milk in its raw state. Should, however, the milk be so very impure, it is much better to have it boiled or sterilized rather than use it in its raw state. Tinned milk is condensed milk, produced by evaporating the water and then substituting sugar as a preservative. The sugar is just as much a preservative as the heat of digestion. It should therefore never be substituted for raw milk as a food. If the ordinary milk is obtainable, it is added, it must then be sterilized before using the tins, when so treated it is often sold as evaporated cream, though little or no cream may have been added. It may interest you to know that last year I myself exported milk for use on long voyages. The milk was placed in sterilized two-quart tins and soldered up at once. The milk itself was not treated in any way whatever; it was not heated, boiled, Pasteurized or sterilized, neither was a preservative of any kind used. Yet each day during the entire voyage of thirty days one or two tins were opened and consumed, the milk remaining perfectly sweet and wholesome. There were only two factors relied upon to insure this result—cleansers and the ice-box. I may say here that this company never makes use of a milk preservative in any form, we buy none, we use none. Just before leaving for the South in August, a certain amount of cream was ordered by me, this cream was supplied from the ordinary stock kept for sale over the counter in the town depot, and it was sent on board the ship and put on the ice. Some was used each day during the voyage to Singapore. The last day of the voyage five days after arrival in Singapore remaining palatable and sweet for more than eleven days. I have said that it may interest you, it is of especial interest to us, and makes us wonder what happens to the milk or cream after it leaves our hands. Think it over.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any question shareholders may wish to ask.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. J. M. E. Machado seconded.

Carried unanimously.

Mr. Carmichael moved, Mr. Newall seconded, and it was agreed that Dr. J. W. Robb and Hon. Mr. E. Ouboras be re-elected directors.

Mr. Newall moved the re-election of Mr. F. J. Chapman, F.R.S., and Mr. W. Hutton F.R.S. as auditors.

Mr. Chan Tong seconded.

The motion was carried unanimously.

The Chairman:—That is all the business of the meeting, gentlemen. Thank you very much for your attendance. Dividend warrants will be ready on Monday.

NICOLA'S FEAT LAST NIGHT.

AN ABSOLUTE MYSTERY.

That astonishing man "Nicola," as we are bound to call him, as he pleases, as to calling himself, seems to be as ingenious in devising wondrous acts in performing them. Last night, however, his most astounding exploit hitherto was none of his devising. He was challenged by Price Co. to get out of a packing case of their construction, not his. The case was certainly a strong one. In full view of the audience, with witnesses on the stage carefully observing him, he was tightly manacled hand and foot and put into the case, which was ingeniously made to resist the pressure even of a giant. The lid was nailed on, and on all sides iron hoops nailed on also. About twelve special steel clamps fastened the lid to the box, clamps of such a kind that only by chiselling could they be opened. Moreover, the box was, in addition, tightly corded. The construction of the sides seemed to prohibit any possibility of separating the boards from inside. While the case was being corded fast, it became apparent that Nicola had already got rid of a hand-cuff, for he stuck out two fingers through the airholes. This he could not have done had he not in some way got his hands free from his shackles. The case was then put behind a curtained recess, and the witnesses on the stage heard rumblings and thumpings and knockings going on inside. Twenty minutes passed, and as our representative was told by Messrs Price and Co.'s manager, "I quite thought we had beaten him," when out came Nicola, without his coat and collar, without handcuffs or shackles, perfectly free, and modestly, but quite clearly triumphant. The case was there, corded up as before, apparently intact, just as it was when it was put behind the curtain. How did he do it? It is impossible to guess. All speculation is bound to run up against some plain objection. For instance, did he use the air holes to get leverage and pull the boards inward? No, first because the construction of the case did not permit of their being pulled inward, and secondly because the man is not a steam crane. Perhaps he had tools in his pockets, and managed somehow to work the boards inward—but how? We are told by the same witness that he examined the case and that he cannot imagine how Nicola did it. The rapidity with which he seems to have freed his hands alone is marvellous. Those of us who have seen Houdini, the former handcuff king, do not hesitate to declare him defeated. Nicola is his superior. That his feats are performed by skill and strength, not mere illusion, is proved by his performance the other night, when he got out of a specially prepared steel jacket in full view of the audience. He has since confessed that that was the most difficult feat he had then ever performed. We wonder what his own opinion is of Messrs Price's box? Needless to say that the house was crammed full, and of course it will be full to-night. Such a man needs no advertising, his success is his advertisement. His performance is a triumph of skill and endurance, and it is a pleasure to witness it and to see such a man.

NICOLA'S DEATH-DEPRIVING FEAT TO-NIGHT.

The Great Nicola, who has escaped from every conceivable kind of device known to the police, now challenges the public at large to try and use any method of their own. Strange as it may seem, Nicola has travelled almost around the world, and has been in hundreds of different difficult positions, but never yet has anything been found that can hold him a prisoner. To-night he will attempt to escape from one of the most dangerous positions imaginable. A large iron cage is to be brought upon the stage, filled with water, when Nicola will be submerged under water, a cover securely locked on with several padlocks. When one stops to consider that Nicola is under water holding his breath during the entire progress of the test, it can be readily seen in what a dangerous position it places him, he must make his escape in a remarkably short space of time or drown.

On Monday night which is to be Nicola's last performance here, a Chinese gentleman who thinks his device will surely defeat Nicola has asked permission to place him in a Chinese death-cage. Nicola's hands will be handcuffed behind his back and he will be hanged by the neck in the cage. How he expects to get out of this most gruesome position is a deep mystery. These remarkable feats are surely out of the ordinary and will certainly attract crowded houses.

THE CHINESE SPORTS.

TEAM SELECTED FOR HAWKING.

The team has been selected for the Nankai Sports which are to take place on the 17th inst. It is a strong combination and should give the Northerners a hot time in the different events, although they have many good runners up North. Liberal contributions have been subscribed by the Chinese community towards the expenses of the local team. The Southern team will be leaving on Tuesday next, and it is composed as follows:—

Lam Tok Hang, F. K. Kai Ming, Kwok Shiu Yan, Kwok Shiu Chung, Ma Nai Sheung, (E.K.) Tsai Kin Fat, Wong Shao Lin (Q), and Chung U Pai (D).

Football Eleven:—Lam Yek Hang (W), Fung Kai Ming (Capt.), Q. Chen's College, Mok Hing (D), Lam Kung Ho (S), Chu Siang (Q), Lam Man Shing (W), Kwok Shiu Yan (E.K. Kadonzi), Kwok Shiu Chung (E.K.), Kwai Sam (W), Ma Nai Sheung (Q), and Tsai Kin Fat (A). The reserve is Kwok Shiu Yan (E.K.).

Q = Queen's College, D = Diocesan School, W = Wanchai District School, E.K. = Ellis Kadonzi School.

The new petition of the Hui Shing Sun and the standard Oil Companies has already begun to develop an acute character, reports the *Lat Pau*, and the Japanese oil companies are placed in a most embarrassing situation. The Hui Shing Sun intend to reduce their prices, and the Japanese standard oil companies, they will lose their market.

PAIR LUSITANIA.

(Continued)

On Tuesday came the tidings of the deplorable crime which had been committed in Lisbon. All friends of Portugal had been dreadfully at a loss as to such outrage as the unspeakable tragedy which made Queen Amalia and her brother. But no one could have foreseen the bitter tragedy of a republic, revolution in the capital, and the defection of the King's military and naval forces. This young king, in every way estimable and lovable, has during his short reign won the warmest affection from all who came into personal relations with him. Not only is he gentle, generous, and brave, but he is said to possess a sagacity and shrewdness beyond his years. The rashly element in Lisbon and the mulish portion of the troops have for a time succeeded in proclaiming that outrage on decency and common sense—the Republic of Portugal! But the Nation at large is not in sympathy with these pirates, and we may look forward to a peaceful re-establishment of order under the Monarchy. The Miguelistas are surely too chivalrous, too observant of the "pundonor," to take advantage of such a disgraceful affair to push the claims of the exiled House of Braganza. Nor would the latter desire of a return to power under such conditions. We trust that our neighbours and friends in the Portuguese Colonies will keep their king's flag flying, and show to the world that if loyalty and fidelity were everywhere else alike, they would still be found green and flourishing by the garden of Camoes.

L. A. M.

ANOTHER HARBOUR THEFT.

\$300 WORTH OF JEWELLERY STOLEN FROM JUNK.

Another robbery in the waters of the Colony has been reported to the Water Police. It appears that, at about 10 p.m. last night, a boat containing four men armed with knives and choppers boarded a junk anchored in Tsan Wan Bay and after having forced the crew into the hold, ransacked the craft, from which they carried away money, jewellery and clothing to the total value of about \$300. The Police are making inquiries.

KOWLOON-CANTON RAILWAY.

CHIEF ENGINEER'S CERTIFICATE.

It is not that Mr. E. S. Lindsey, Chief Resident Engineer of the Kowloon-Canton Railway (British section), having certified in writing to the Officer Administering the Government in Council, as required by section 16 of the Railways Ordinance, 1909, (Ordinance No. 14 of 1909), that he has made a careful inspection of the British section of the Kowloon-Canton Railway and of such of the rolling stock as has already been put on the rails, and that he is of opinion that the works and rolling stock are in a sound condition and that the railway can be opened for the public carriage of passengers without danger to the public using it, the British section of the said railway was opened for the public carriage of passengers on the 1st instant.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next. Following are amongst the orders of the day:—

Report of the Committee appointed to consider the question of enclosing the yards and the South block of the Hongkong Hotel.

Report of the Committee appointed to consider the question of the selection of a suitable area for offensive trades in Sham Shui Po.

Minute by the Head of the Sanitary Department relative to permanently unoccupied market stalls.

Correspondence relative to the work done by the Sanitary staff at the collapse in Morrison Street.

Correspondence relative to the closing of a well in the kitchen of No. 58 Hollywood Road.

List of legal proceedings taken by this Department against persons for breaches of the Public Health and Buildings Ordinances 1905-1909 for the month of September, 1910.

New Goping pays a dividend of 1/5 and Goping one of 2/6.

The Registry and the Accessible Declaration Act, 1910, are published in the *Gazette*.

The current issue of the *Gazette* contains the scale of postage rates on parcels to New Zealand which came into force on 1st inst.

MR. Oscar Hammerstein, of New York, announced his intention to begin and complete within a year the erection of an opera house seating 3,000 on a site in Kingsway, London.

VINCE Walsh McLean, a baby, ten months old, who is heir-presumptive to £200,000, landed at Hymouth from New York on September 5, and proceeded to London.

DURING last year 319,000 passengers were carried on Indian railways, which made a profit of £14,900. The average charge to passengers was just over a fifth of a penny per mile.

A PARTY of forty Maoris are about to leave for a tour abroad. They will first visit Great Britain, and then go across to the Continent. According to present arrangements the return journey will be made by way of Russia, Siberia, and China.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Robert Baker to act as Chief Resident Engineer and Manager of the Kowloon-Canton Railway, British section, during the absence from the Colony of Mr. E. S. Lindsey or until further notice, with effect from 6th inst.

The baggage and personal effects of the Consular Officers of the Netherlands, the United States of America, the Republic of Mexico, Cuba and the Argentine, duly accredited to Hongkong, and those of their families and suites are exempted from all the provisions of the Liquor Ordinance.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 12TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WINGSANG"	TUESDAY, 11th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 14th Oct., Noon.
TIENTSIN	"CHEONGSHING"	FRIDAY, 14th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON	"MAUSANG"	SUNDAY, 16th Oct., Daylight.
MANILA	"YUNTSANG"	FRIDAY, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 28th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze River, Chufu, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kwantung, Labad, Dairi, Simporan, Tawao, Utsukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 215.
Hongkong, 8th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHEI"	8th Oct., Midnight.
MANILA	"TAIYAN"	11th " 4 P.M.
CHEFOO & NEWCHANG	"TAOTING"	13th " 4 P.M.
ILOILO & OBU	"KAIPOING"	13th " 4 P.M.
SHANGHAI	"OHEHAN"	13th " 4 P.M.
CHEFOO & TIENTSIN	"KUEIKOW"	18th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SKEW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SKEW STEAMERS (*Anhui*, *Chowai*, *Lian*, *Chinshui*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Telephone No. 16.
Hongkong, 8th October, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
LAIRO	8540	A. Fraser	MANILA	SATURDAY, 15th Oct., at Noon.
ADRI	8540	R. Rodger	"	SATURDAY, 22nd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Hongkong, 8th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct line service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, MOJI, KOBE AND YOKO.	"CHICAGO MARU" Capt. I. Goto.	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA AND TACOMA, MOJI, KOBE AND YOKO.	"TACOMA MARU" Capt. H. Yamamoto.	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIGI MARU" Capt. H. Mutsuyama.	TUESDAY, 11th Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto.	WEDNESDAY, 12th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. \$73.00 2nd Class. \$55.00 3rd Class. \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th October, 1910. S. HIRO, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1909

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takada, Tons 7000 RIBANO MARU, Capt. H. Fraser, Tons 9000 TATGO MARU, Capt. A. Christensen, Tons 8000	WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight. WEDNESDAY, 17th Nov., at Daylight.
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VICTORIA, B.C., & SEATTLE

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU, Capt. S. Hirtadai, Tons 7000 INABA MARU, Capt. K. Kawan, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 1000	SATURDAY, 5th Nov. From KOBE. TUESDAY, 11th Oct., at Noon. TUESDAY, 5th Nov., at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 25th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
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BOMBAY via SINGAPORE & COLOMBO

CRYLON MARU, Capt. Fred. Pyne, Tons 6000	TUESDAY, 18th October.
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SHANGHAI, MOJI & KOBE

BINGO MARU, Capt. S. J. G. Parsons, Tons 7000 KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 12th October. WEDNESDAY, 26th Oct., at Noon.
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NAGASAKI, KOBE and YOKOHAMA

KAMO MARU, Capt. F. L. Sommer, Tons 9000	THURSDAY, 13th Oct., at 5 P.M.
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* Fitted with new system of wireless telegraphy. † Cargo only. * Carries deck passengers. † Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong
MIVASAKI MARU	9,000	15th Feb.
KITANO	9,000	11th March
IYO	9,000	15th "
HIRANO	9,000	29th "
TANGO	9,000	12th April
KAMO	9,000	26th "
AKI	7,000	10th May
MISHIMA	9,000	24th "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong
AWA MARU	7,700	28th Feb.
INABA	7,000	28th March
TAMBA	7,700	25th April
AWA	7,700	23rd May

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to T. KUSUMOTO,

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADMN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASIAH" Captain Owen Jones, R.N.R., carrying R.M. Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 15th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,912 tons, from Colombo, Passengers' accommodation is with vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 26th November, 1910.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd October, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK

S.S. "MUNCASTER CASTLE" On about 8th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd October, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, DUNKIRK AND ANTWERP

THE Steamship

"GLAMORGANSHIRE" Captain H. C. Norris, will be despatched as above about 12th instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 3rd October, 1910.

SOCIETA ANONIM NAZIONALE DA SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAQAH, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"I CHIA" Captain Belaito, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI" Captain W. Gray Williams, will be despatched as above on or about 15th Oct.

For Freight apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 19th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" On or about 21st October, 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 12nd September, 1910.

Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points to the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On about
---------	-------	----------	----------

Kumari 6,231 G. R. McGill 20th Oct.

Aymari 4,353 J. Lloyd 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, 27th September, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ARMENIA" Captain Robde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex the *Argos* from Setubal.

"Nor" from Genoa, via HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 4th October, 1910.

NORDDOITSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of October, at 9.30 A.M.

All claims must reach us before the 16th of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDOITSCHER LLOYD, MELOERS & Co., General Agents.

Hongkong, 5th October, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR" Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	Reserve \$1,500,000 At working account \$1,000,000	£1 for first half year ending 30.6.10 @ ex 1/8 = \$21.45	5 %	\$215 sellers
National Bank of China, Limited	99,925	7	6	Reserve \$4,000,000 At working account \$3,000,000	£1 (London 1/6) for 1909	---	\$76 buyers
MARINE INSURANCES.							
Capitol Insurance Office, Limited	10,000	\$250	\$50	Reserve \$1,500,000 At working account \$1,000,000	£10 for 1908	11 %	\$105 sales
North China Insurance Company, Limited	10,000	15	15	Reserve \$1,500,000 At working account \$1,000,000	Final of 7/5 making 15/- for 1908	5 %	Tls. 115
Waihe Insurance Society of Canton, Limited	12,400	\$250	\$100	Reserve \$1,500,000 At working account \$1,000,000	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	---	\$35 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	Reserve \$1,500,000 At working account \$1,000,000	£11 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$80	Reserve \$1,500,000 At working account \$1,000,000	£6 and bonus \$2 for 1908	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve \$1,500,000 At working account \$1,000,000	£7 for 1908	5 %	\$160 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	20,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	£4 for 1908	---	\$10 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	£1 for year ending 30.6.1908	---	\$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve \$1,500,000 At working account \$1,000,000	Dividend of \$14 for 30.6.10	5 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	Reserve \$1,500,000 At working account \$1,000,000	£6 for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.134	---	\$58 sellers
Do. Do. (Deferred)	60,000	45	45	Reserve \$1,500,000 At working account \$1,000,000	Final div. of 2/5 per sh. (coup. 14) making in all 4/5 per sh. for '09 & an int. div. of 1/10 per sh. on acc. for '10	5 %	\$17 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	A dividend of 7 % for year ending 30.4.1910	5 %	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Reserve \$1,500,000 At working account \$1,000,000	A bonus of 5 % for year ending 30.4.1910	5 %	\$10 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	£5 for half year ending 30.6.1910	5 %	\$147 sellers
Laoan Sugar Refining Company, Limited	7,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	£5 for 1897	---	\$25 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	10	10	Reserve \$1,500,000 At working account \$1,000,000	First year	---	Tls. 10
Raub Australian Gold Mining Company, Limited	150,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	£5 per share 19th dividend	5 %	\$7 30/-
Oriental Consolidated Mining Co., Ltd.	500,000	10	10	Reserve \$1,500,000 At working account \$1,000,000	Final of Gold \$0.65 for 1909 in all \$-0.15	---	\$9 sellers
Docks, Wharves & Godowns.							
Farwick (Geo.) & Co., Limited	28,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	£1.75 for year ending 31.12.08	---	\$9 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	Reserve \$1,500,000 At working account \$1,000,000	£2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	£3 for half year ended 30.6.19	---	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,700	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Final of Tls. 34 making Tls. 6 in all for year 30.4.19	5 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Interim of Tls. 3 for 1910	7 %	Tls. 108
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 6 for year ending 30.6.10	5 1/2 %	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	Reserve \$1,500,000 At working account \$1,000,000	£8 for 1909	5 1/2 %	Tls. 97 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	£5 on old shares \$1.45 on new shares for half year ending 30.6.10	5 1/2 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$3 1/2 for 1910	7 %	\$74
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	45 cents for 1909	6 %	\$100 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	£2 1/2 for 1909	5 %	\$74 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve \$1,500,000 At working account \$1,000,000	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 111 sales
West Point Building Company, Limited	22,500	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$1.50 for 1910	8 1/2 %	\$39
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Reserve \$1,500,000 At working account \$1,000,000	Tls. 22 for year ending 31.12.09	8 1/2 %	Tls. 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	50 cents for year ending 31.7.08	---	\$52 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve \$1,500,000 At working account \$1,000,000	Tls. 7 1/2 for year ending 30.6.09	10 %	Tls. 473 buyers
Laoan-kong-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 4 for 1909	10 1/2 %	Tls. 50
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 25 for 1909	17 1/2 %	Tls. 220
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	Reserve \$1,500,000 At working account \$1,000,000	15 % per share for 1909	---	28 sellers
China-Borneo Company, Limited	50,000	\$12	\$12	Reserve \$1,500,000 At working account \$1,000,000	60 cents for 1909	6 1/2 %	\$62 sellers
China Light and Power Company, Limited	50,000	\$1	\$1	Reserve \$1,500,000 At working account \$1,000,000	60 cents for year ended 31.12.08	---	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	£1.20 for year ending 31.7.09	10 %	\$8
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	Reserve \$1,500,000 At working account \$1,000,000	Interim of 15 cents per share for 1910	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	14 per cent. viz. \$1.40 for 1909	12 1/2 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 31.12.10	5 %	\$11 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$1 per share for 1910	5 %	\$11 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	Final of \$1 making in all \$2 for 1909	5 %	\$11 sellers
Hongkong Rove Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	Interim dividend of Tls. 12 1/2 15th March	5 %	Tls. 1,050 sales
Maatschappij of Mijne, Boezem Landbouwerij in Langkat, Limited	25,000	Gs. 100	Gs. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 1,050 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	5 1/2 %	\$11 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	None	5 1/2 %	\$11 sellers
Philippine Company, Limited	75,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	None	5 1/2 %	\$11 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Reserve \$1,500,000 At working account \$1,000,000	No dividend this year	---	Tls. 122 1/2 sales
Societe des Papiers et Papeteries du Tonkin	13,300	Benefit shares 1,200	---	Reserve \$1,500,000 At working account \$1,000,000	First year	---	\$20 sellers
South China Mining Post, Limited	6,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$200 Hong currency
Steam Laundry Company, Limited	20,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	None	---	600 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	60 cents for year ending 31.12.08	5 %	\$11 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	Reserve \$1,500,000 At working account \$1,000,000	15 % per ordinary sh. for year ended 31.5.10	5 %	\$11 sellers
Watkins Limited	10,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	25 cents for 1909	5 %	\$11 sellers
Watson (A.S.) & Co., Limited	50,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	5 % for 1909	---	\$11 buyers
William Powell, Limited	15,000	\$7	---	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$11 buyers

Hotel.

BELLE VIEW HOTEL,

SHAUKIWAN ROAD.

Telephone No. 807.

A PLEASANT RESORT OF HONGKONG.

Iced Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandah.

MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

W. GALLAGHER,
Manager.

Hongkong, 6th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
 10.00 a.m. to 11.00 a.m. Every 15 minutes
 11.00 a.m. to 12.45 p.m. Every 15 minutes
 12.45 p.m. to 1.15 p.m. Every 10 minutes
 1.15 p.m. to 1.45 p.m. Every 15 minutes
 1.45 p.m. to 2.15 p.m. Every 10 minutes
 2.15 p.m. to 3.00 p.m. Every 15 minutes
 3.00 p.m. to 5.00 p.m. Every 10 minutes

NIGHT CARS.
 5.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
 9.00 a.m. to 9.30 a.m. Every 30 minutes
 9.30 a.m. to 10.00 a.m. Every 15 minutes
 10.00 a.m. to 11.00 a.m. Every 15 minutes
 11.00 a.m. to 12.00 noon. Every 15 minutes
 12.00 noon to 1.00 p.m. Every 10 minutes
 1.00 p.m. to 5.00 p.m. Every 15 minutes
 5.00 p.m. to 6.00 p.m. Every 10 minutes
 6.00 p.m. to 7.00 p.m. Every 15 minutes
 7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS as on Week Days.
 SATURDAYS.
 Extra cars at 3.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALFRED ROAD BUILDINGS, DES VORX ROAD CENTRAL.

JOHN D. HUMPHREYS & SON,
General Managers.

HONGKONG, 2nd April, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE
 at the Premises formerly occupied by
 A. CHEE & CO.
 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
 Plated, Glass and Iron Wares of all
 descriptions, always on hand, for sale or on
 hire at moderate rates.

Hongkong, 21st June, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

GABINET-MAKERS AND ART-DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE

No. 25, DES VORX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong
 Club, Hongkong Hotel, Telegraph Co.,
 Messrs. A. S. Watson & Co., and other
 leading establishments in the Colony, to
 whom reference can be made as to the
 Superior Workmanship and Materials of the
 Furniture, etc. supplied.

Messrs. A. S. Watson & Co., Ltd., write as
 follows:—

"We have pleasure in stating that Mr. LI
 KWONG LOONG furnished the Answer
 to our Display and gave a very high
 rating."

(Sd.) A. S. WATSON & Co.,
 1st May, 1910.

ORDERS punctually attended to, and
 PRICES most moderate.

AN INSPECTION INVITED
 Hongkong, 21st June, 1910.

For Sale.

JUST RECEIVED AND FOR SALE
 FROM THE
 AGRICULTURAL & HORTICULTURAL
 ASSOCIATION OF LONDON,

A Selection of Best Varieties of their famous
 and tested

VEGETABLE AND FLOWER
 SEEDS

GARDEN FERTILISERS,
 Books on Gardening, &c.

ALSO FROM
 WARD LOCK & CO, LONDON,
 BOOKS

for Reference, Gift and Presentation.

Mrs. Beeton's Book of Household Manage-
 ment.

Mrs. Beeton's Family Cookery.
 Popular Scientific Recreation.
 The Science of the Head.

The Art of Modern Conjugium.
 POCKET DICTIONARIES:

Spanish-English and English-Spanish,
 German-English and English-German,
 French-English and English-French,
 Italian-English and English-Italian.

Latin-English and English-Latin.
 ROMAN CATHOLIC PRAYER BOOKS,
 &c., &c.

Inspection invited.
 GRACE & CO.,
 27, DES VORX ROAD, HONGKONG.
 Hongkong, 7th October, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODI-
 CALS, MAGAZINES and ILLU-
 STRATED PAPER required for the use
 of the Troops in the next month in the
 S.S. "Robilla" for home. Any such literature
 will be gratefully received by the Acting
 Chaplain (Rev. A. B. Thornhill) either at St.
 John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

NEW SHOP!

JUST OPENED!!

DO NOT MISS LOOKING AT
 OUR WONDERFUL SELEC-
 TIONS OF

RARE JEWELS,

&c., &c., &c.

MOHIDEEN & CO.

Dealers in

OBYLON PRECIOUS

STONES, &c.

88 & 40, QUEEN'S ROAD

CENTRAL.

Hongkong, 21st May, 1910.